

12-18-1935

West Side Development Project

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WEST SIDE DEVELOPMENT PROJECT

The report of the City Engineer on the proposed West Side widening and development project consists of widening Front Avenue from S.W. Barbur Blvd. to N.W. Glisan St., opening a new diagonal highway, referred to as Foothill Blvd. from S.W. Front and Arthur to a connection with S.W. 20th and 21st Aves. near S.W. Salmon St., and the purchase of sufficient property at the west approach of the Ross Island Bridge to permit better access to S.W. Corbett, Kelly, Front and Macadam Avenues, and to widen and extend Hood Street from the Ross Island Bridge into S.W. Macadam Ave.

In connection with the Front Avenue project, it is proposed to acquire all of the property between Front Avenue and the river between the Morrison St. bridge and the Burnside St. bridge for park and highway purposes, it being planned to use the areas not in highway for the beautification of the central water front district. Between the Burnside and the Steel bridges and between the Morrison and Hawthorne bridges all of the property is taken except the Public Market buildings, and will be used for the most part for highway purposes.

The total cost of all these widenings is estimated to be \$3,000,000, to be defrayed by a West Side district extending from 100 feet north of Nicolai St. to 100 feet south of Hamilton St. and lying between the river and the West side foothills.

NO. 162402	SUBJECT <i>N.W. SW Front Ave et al</i>
DEPARTMENT OF PUBLIC WORKS	
DEC 18 1935	
DEC 18 1935	

162402

Under the recent state act pertaining to major streets and highways and the manner of financing the acquisition of property, this assessment will be levied over a period of 40 years, and collected by the Sheriff in the same manner as collecting taxes. If the assessment for this work is based upon the assessed value of land and improvements then the average yearly assessment including interest at 5% amounts to approximately \$1.55 per thousand dollars of assessed valuation.

This amount of \$3,000,000 represents the cost of right of way and does not include the cost of filling, bridging and fully improving the streets. The Highway Commission has signified its willingness to expend \$400,000 in 1936 on improving these proposed highways, and will expend from time to time an additional \$2,200,000 as funds become available to complete the work. It is proposed to institute a W.P.A. project to secure \$1,000,000 in 1936 to complete the rough grading preliminary to construction by the State.

A summary of the above shows as follows:

1936	Right of way costs to be borne by West Side property owners	\$3,000,000
1936	To be expended by State.	400,000
Future	To be expended by State.	2,200,000
1936	W.P.A. project for grading	<u>1,000,000</u>
	Total project cost	\$6,600,000
	Percent of cost to property owners -	45%
	Percent of cost paid by State, etc.-	55%

L. G. Apperson

162402